2017 Design Training Expo

DETERMINING CONTEXT CLASSIFICATION FOR COMPLETE STREETS

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Determining Context Classification

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June 2017

FDOT Completing FLORIDA'S STREETS

OVERVIEW

1. What are the FDOT Context Classifications?
2. How will Context Classification be used?
3. How do you determine Context Classification?
4. Case Studies
5. Additional Resources

WHAT ARE THE FDOT CONTEXT CLASSIFICATIONS?

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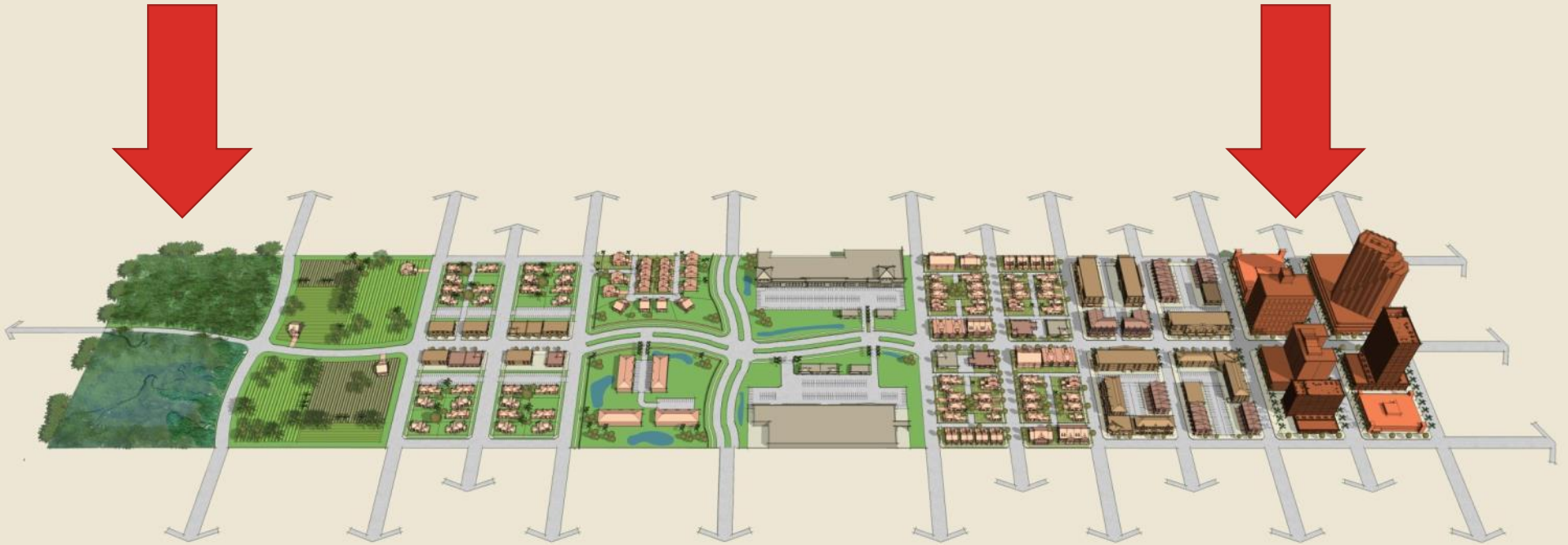
What are the FDOT Context Classifications?



C1-Natural | C2-Rural | C2T-Rural Town | C3R-Suburban Residential | C3C-Suburban Commercial | C4-Urban General | C5-Urban Center | C6-Urban Core

C1-NATURAL

Lands preserved in a **natural or wilderness condition**, including lands unsuitable for settlement due to natural conditions. **Not intended for future development.**

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C2-RURAL

Sparsely settled lands; may include **agricultural** land, grassland, woodland, and wetlands. Lands that **could be developed in the future.**

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C2T-RURAL TOWN

Small concentrations of **town area** immediately **surrounded by rural and natural areas**; includes many historic towns.

C3R-SUBURBAN RESIDENTIAL

Mostly **residential** uses within large blocks and a disconnected or **sparse roadway network**.

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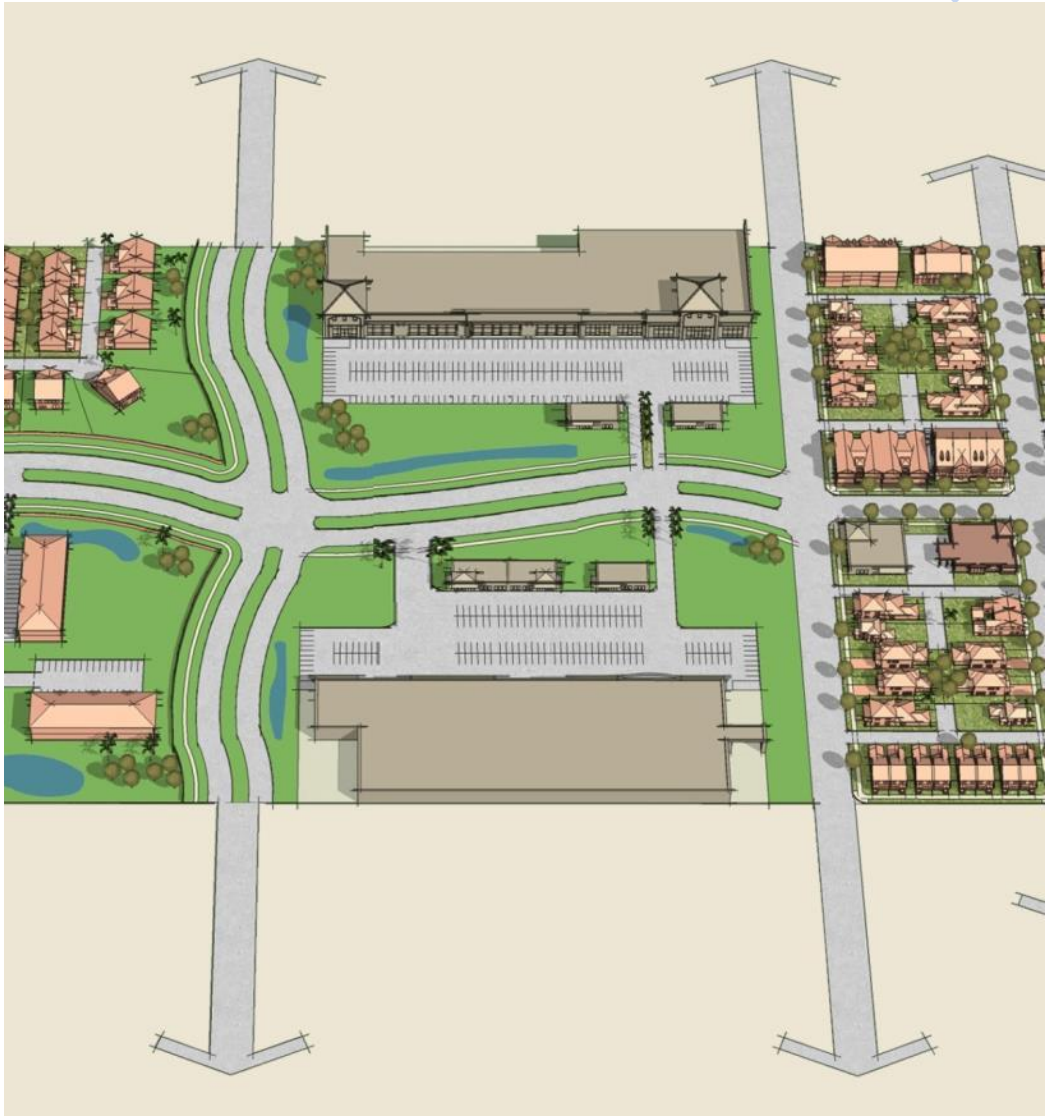
C3C-SUBURBAN COMMERCIAL

Mostly **non-residential** uses with **large building footprints** and **large parking lots** within large blocks and a disconnected or **sparse roadway network**.



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C4-URBAN GENERAL

Mix of uses set within small blocks with a **well-connected roadway network**. The roadway network usually **connects to residential neighborhoods** immediately along the corridor or on the back side of blocks fronting the roadway.

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C5-URBAN CENTER

Mix of uses set within small blocks with a **well-connected roadway network**. Typically **concentrated around a few blocks** and identified as part of a **civic or economic center** of a community, town, or city.

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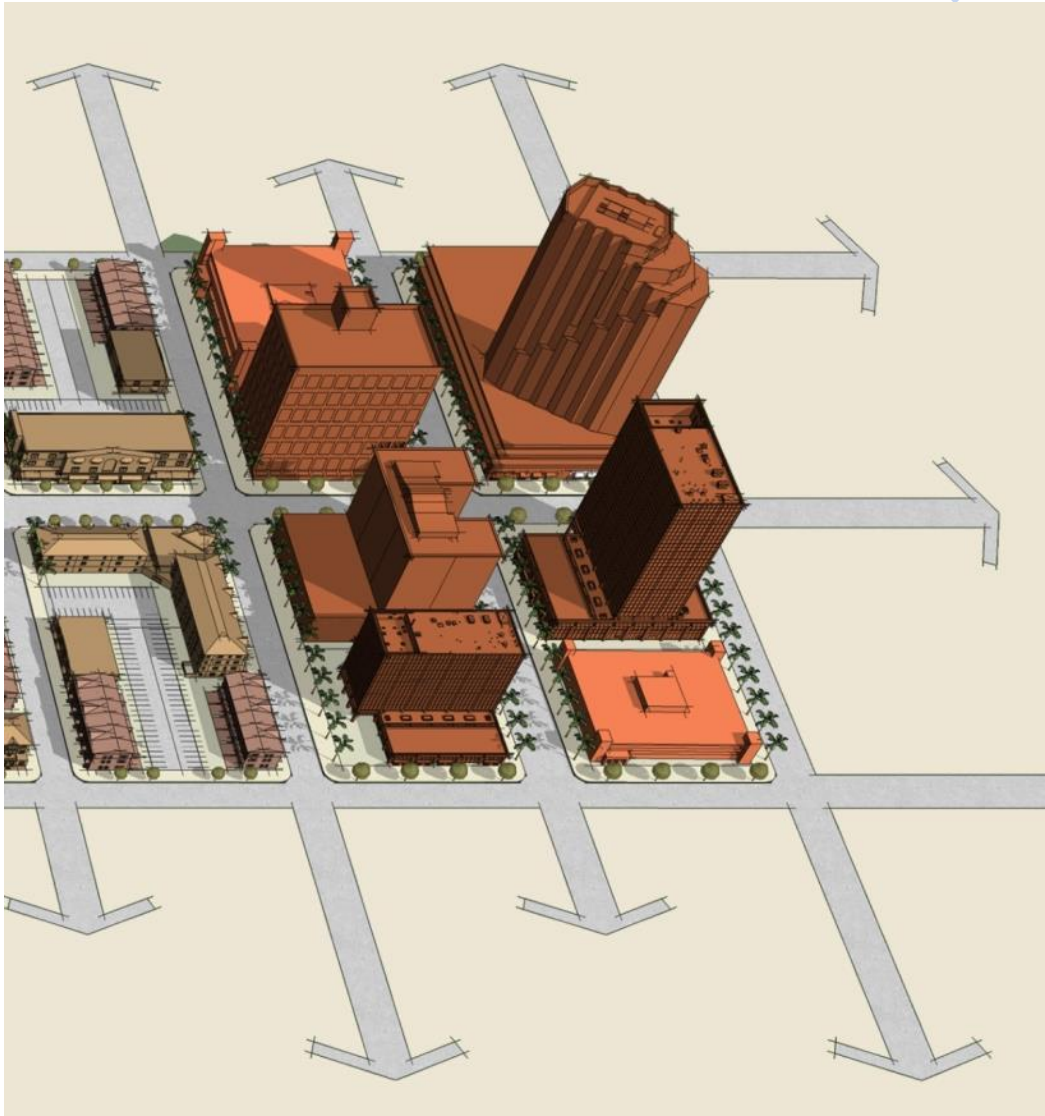
C6-URBAN CORE

Areas with the **highest densities and building heights**, and within FDOT classified **Large Urbanized Areas** (population >1,000,000). Many are regional centers and destinations. Buildings have **mixed uses**, are **built up to the roadway**, and are within a **well-connected roadway network**.



SPECIAL DISTRICTS

- Areas that do not adhere to context classification measures
- Have a mix of users that can create unique travel patterns
- Examples:
  - University campuses
  - Airports
  - Rail yards
  - Ship yards
  - Freight distribution enters
  - Refineries
  - Sports complexes

University of Florida, Gainesville, FL

Port of Miami, Miami, FL

02

HOW WILL CONTEXT CLASSIFICATION BE USED?

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WHAT DOES CONTEXT CLASSIFICATION TELL YOU ABOUT ROADWAY USERS?

- Context classification informs planners and engineers about the type and intensity of users along various roadway segments.
  - For example, C4, C5, and C6 context classification will have higher number of pedestrians, bicyclists, and transit users than in a C1, C2, or C3 context classification. C2T will be similar to C4.

RELATIONSHIP TO FDM

- For non-limited-access roadways, the FDOT Design Manual (***FDM)*** provides design criteria and standards based on context classification

FDM design speed ranges for non-limited access facilities

Context Classification	Allowable Design Speed Range for Non-SIS (mph)	Minimum Design Speed for SIS (mph)
C1 – Natural	55-70	65
C2 – Rural	55-70	65
C2T – Rural Town	25-45	40
C3 – Suburban	35-55	50
C4 – Urban General	30-45	45
C5 – Urban Center	25-35	35
C6 – Urban Core	25-30	30

WHO WILL DETERMINE CONTEXT CLASSIFICATION?

- District Staff
  - District can assign staff to oversee context classification evaluation
  - Multiple offices/groups should be involved
  - On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  - Local form-based codes and zoning can be used to inform FDOT's context classification determination

- Final determination is made by FDOT

WHO WILL DETERMINE CONTEXT CLASSIFICATION?

- Coordinate with the State Complete Streets Program Manager if Special District designation is required

- Coordinate with District SIS Coordinator if roadways are located on the SIS

PROCESS FOR IMPLEMENTING COMPLETE STREETS

- **Qualifying Project** – Roadway projects that qualify for ETDM screening, per the ***PD&E Manual*** Section 2.3.1, including:
  - Additional through lanes that add capacity to an existing road
  - New or reconstructed arterial highway (e.g. realignment)
  - Bridge replacements

- **Non-Qualifying Project** – Projects that do no go through ETDM screening (for example, RRR, safety, and operations projects)

HOW DO YOU DETERMINE CONTEXT CLASSIFICATION?

CONTEXT CLASSIFICATION MATRIX

1.

Context Classification	Distinguishing Characteristics	Primary Measures: Land Use – Description	Building Height – Floor Levels	Building Placement – Description	Fronting Uses – Yes/No	Location of Off-street Parking – Description	Roadway Connectivity: Intersection Density – Intersections/ Square Mile	Roadway Connectivity: Block Perimeters – Feet	Roadway Connectivity: Block Length – Feet	Secondary Measures: Allowed Residential Density – Dwelling Units/ Acre	Secondary Measures: Allowed Office/ Retail Density – Floor-Area Ratio (FAR)	Secondary Measures: Population Density – Persons/Acre	Secondary Measures: Employment Density – Jobs/Acre
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A	<1	N/A	<2	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	>0.25	N/A	>2
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium to large (>10') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with medium to large (>10') setbacks on all sides	No	Mostly in front; occasionally in rear, or side	<100	>3,000	>660	N/A	<0.75	N/A	N/A
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	N/A	>5	>5
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500	>8	>0.75	>10	>20
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660	>16	>2	>20	>45

2.

DETERMINING CONTEXT CLASSIFICATION

For all projects on existing roadways and for projects for proposed new roadways in PD&E or design:

- Step 1 – Identify Major Changes in Context using Distinguishing Characteristics
- Step 2 – Evaluate Primary Measures
- Step 3 – Evaluate Secondary Measures

DETERMINING CONTEXT CLASSIFICATION

For new roadways in Planning and ETDM:

- Step 1 – Identify Major Changes in Context using Distinguishing Characteristics
- Step 2 – Evaluate the Future Land Use

DETERMINING CONTEXT CLASSIFICATION
OTHER CONSIDERATIONS

- Where a corridor has different characteristics on either side of the roadway, rely on the higher context classification
- A roadway segment must meet the distinguishing characteristics and a majority of the primary measures for the context classification

STEP 1: IDENTIFY MAJOR CHANGES IN CONTEXT

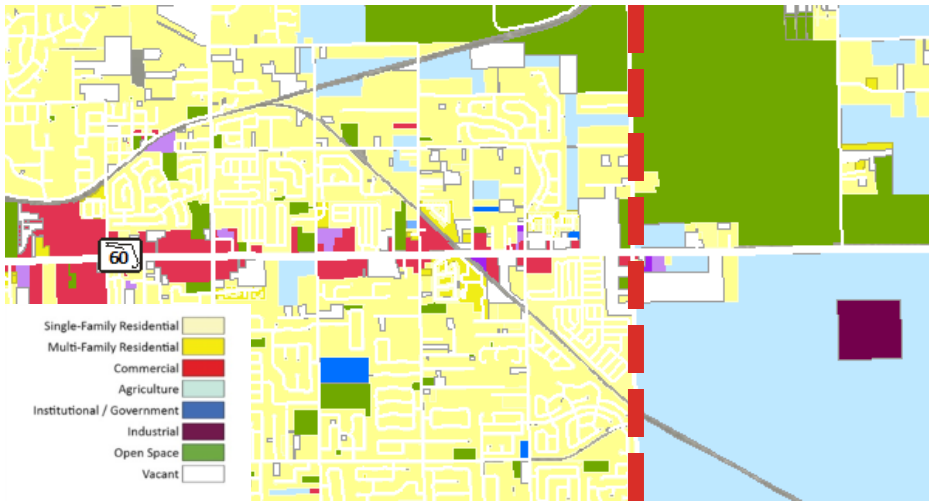
Evaluate corridor based on distinguishing characteristics to determine the initial extent of each context classification

- Key Development Patterns
- C6: only in Large Urbanized Area, population over 1,000,000

A Context Classification segment could be as short as two blocks or quarter mile in length (if there is no block structure)

DISTINGUISHING CHARACTERISTICS

SR 60 VALRICO, HILLSBOROUGH COUNTY



- Mostly commercial uses along the roadway
- Large blocks
- Disconnected network
- Looks like C3

- Mostly agriculture and open space
- Sparse network
- Looks like C2

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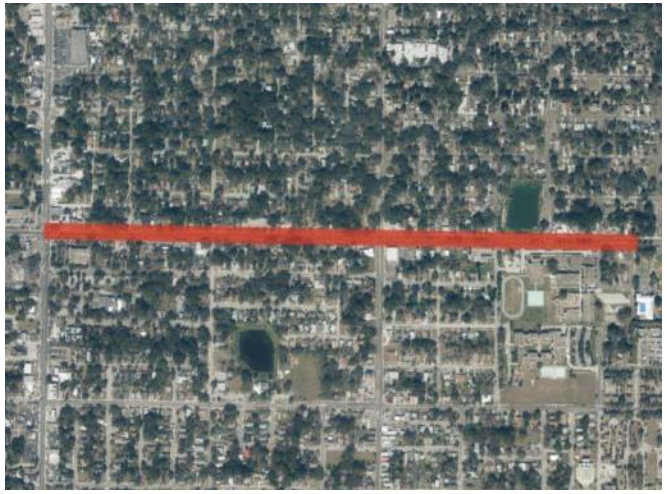
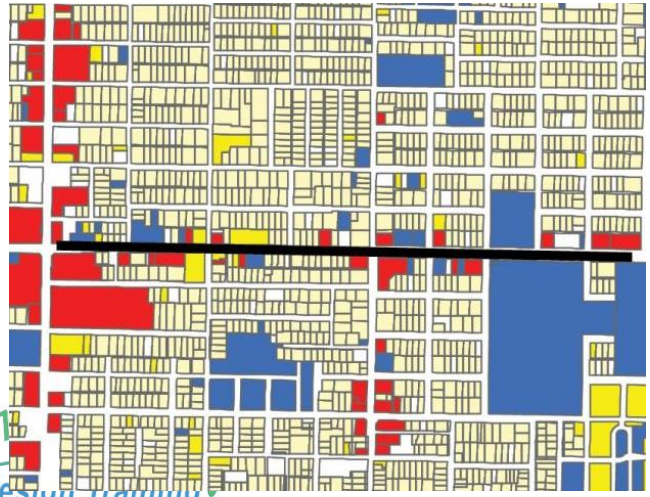
FDOT Completing FLORIDA'S STREETS

DISTINGUISHING CHARACTERISTICS SR 574 (DR. MLK JR. BLVD) – TAMPA





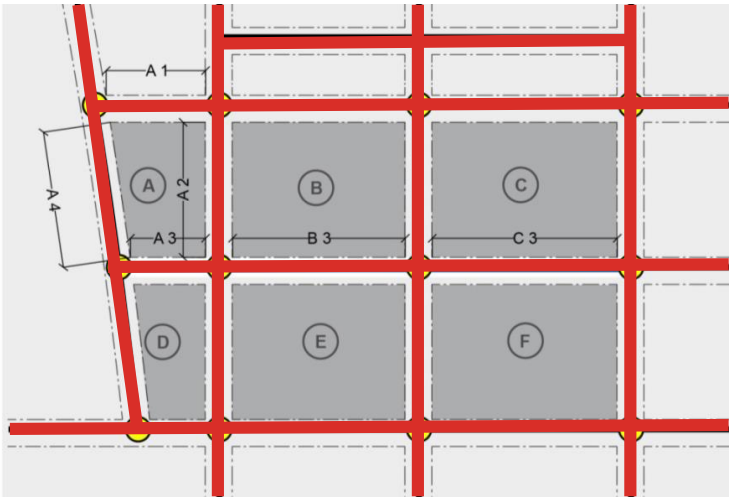
- Mix of uses
- Small blocks
- Well connected roadway network
- Extends many blocks
- Connects to residential neighborhood
- Looks like at least C4 or higher
- We'll stay with this example

Single-Family Residential
Multi-Family Residential
Commercial
Retail
Institutional / Government
Open Space
Vacant

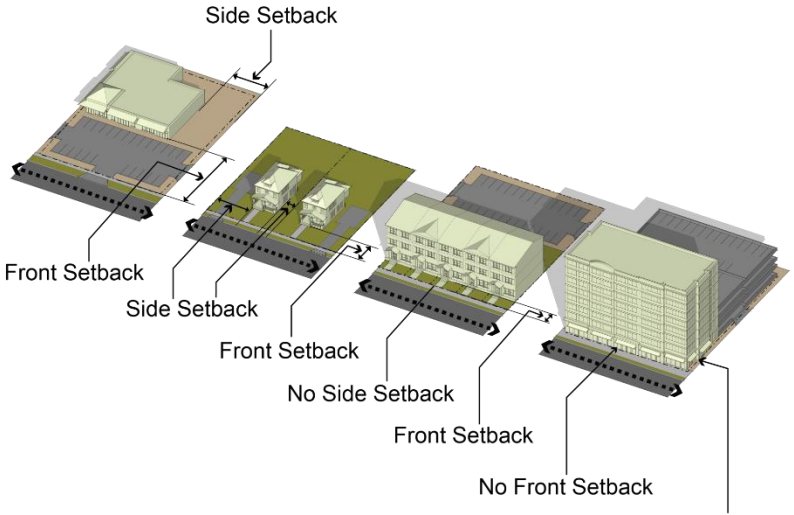
STEP 2:
EVALUATE PRIMARY MEASURES

- Roadway segment must meet a majority of primary measures
- **Non-Qualifying (RRR, Safety, and Traffic Operations)** projects can be evaluated based on existing or future context
- **Qualifying projects in all phases** will be evaluated using future context. Future context should be clearly and consistently documented in local policies

Street Connectivity



Development Form and Intensity



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FDOT Completing FLORIDA'S STREETS

STEP 2:
EVALUATE PRIMARY MEASURES

Street Connectivity

- Block Length
- Block Perimeter
- Intersection Density

Development Form and Intensity

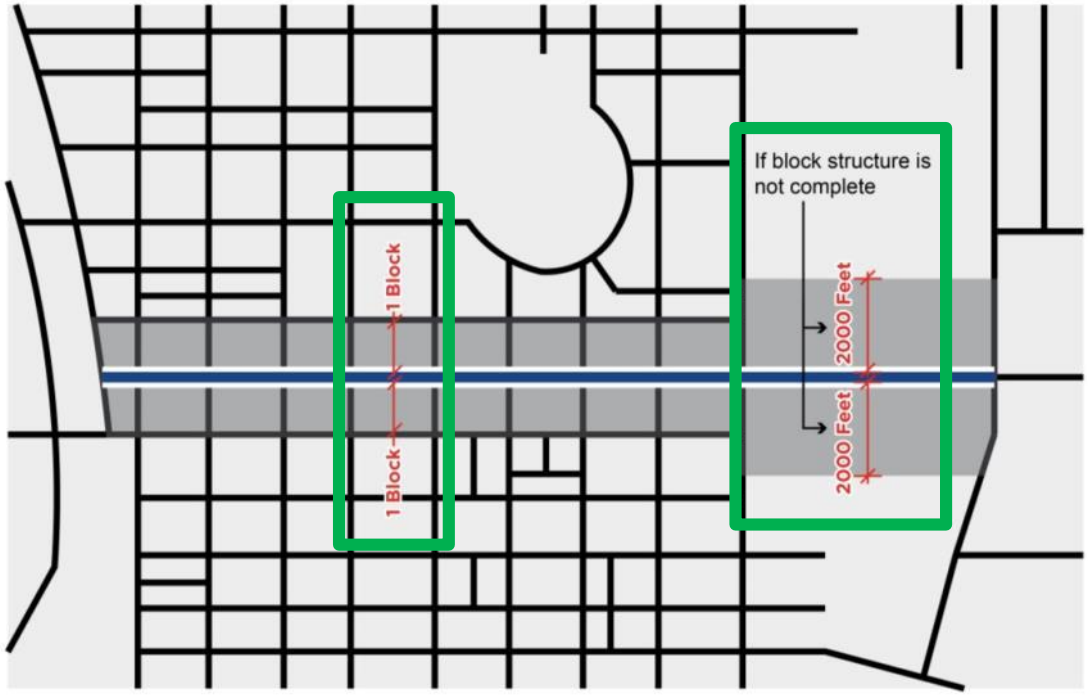
- Building Placement
- Presence of Fronting Uses
- Location of Off-Street Parking
- Land Uses
- Building Height

- May need to cross-reference measures
- Looking for a majority of measures to make determination

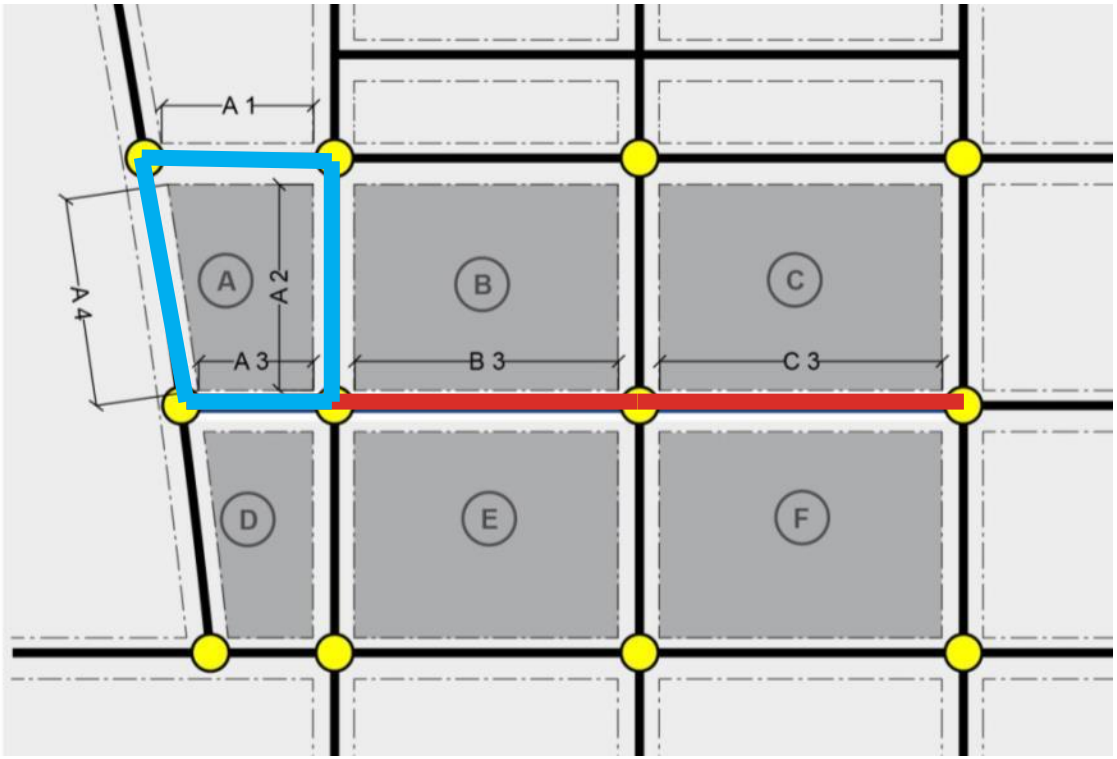
PRIMARY MEASURES:
ROADWAY CONNECTIVITY

- Block Length
- Block Perimeter
- Intersection Density

Measurement Area – One block on either side of roadway



BLOCK LENGTH AND PERIMETER



Average Block Length = Add up the block lengths and divide by the number of blocks

Street Centerline

Project Roadway

One block on either side of project roadway

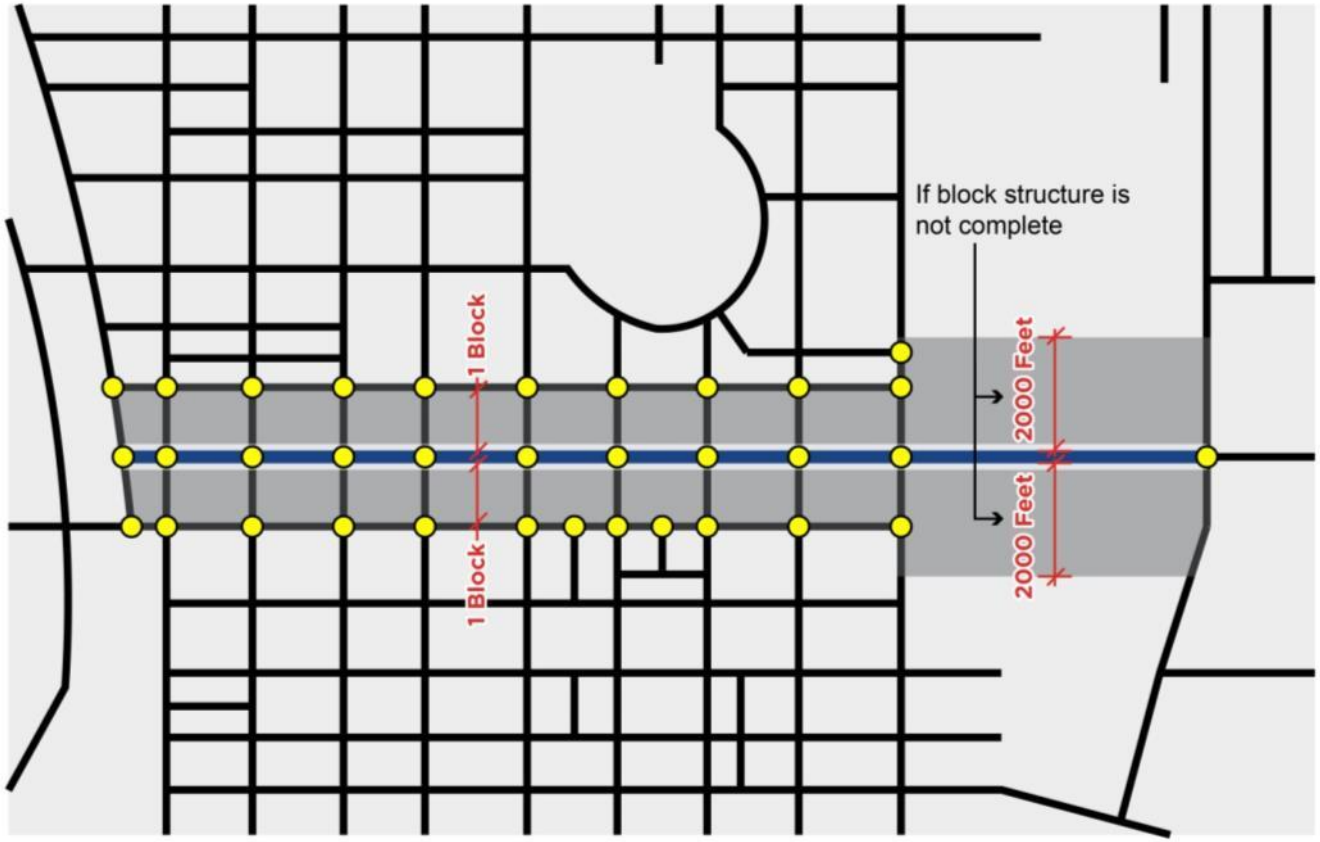
Intersections

Perimeter of Block A = A1 + A2 + A3 + A4

$$\text{Average Perimeter of Blocks A to F} = \frac{\sum_{A}^{F} \text{Perimeter of Blocks}}{F}$$

(F = Total Number of Blocks)

INTERSECTION DENSITY



Street Centerline

Project Roadway

One block on either side of project roadway

Intersections

$$\text{Intersection Density} = \frac{\text{Number of Intersections}}{\text{Total area of blocks along both sides of the project roadway}}$$

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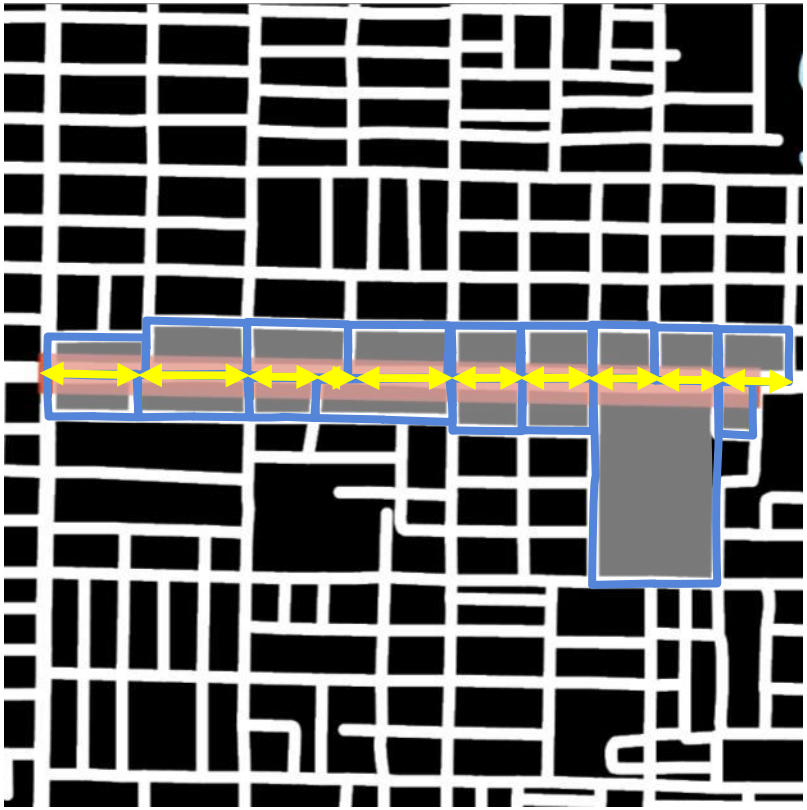
FDOT Completing FLORIDA'S STREETS

SR 574 (DR. MLK JR. BLVD) – TAMPA BLOCK LENGTH

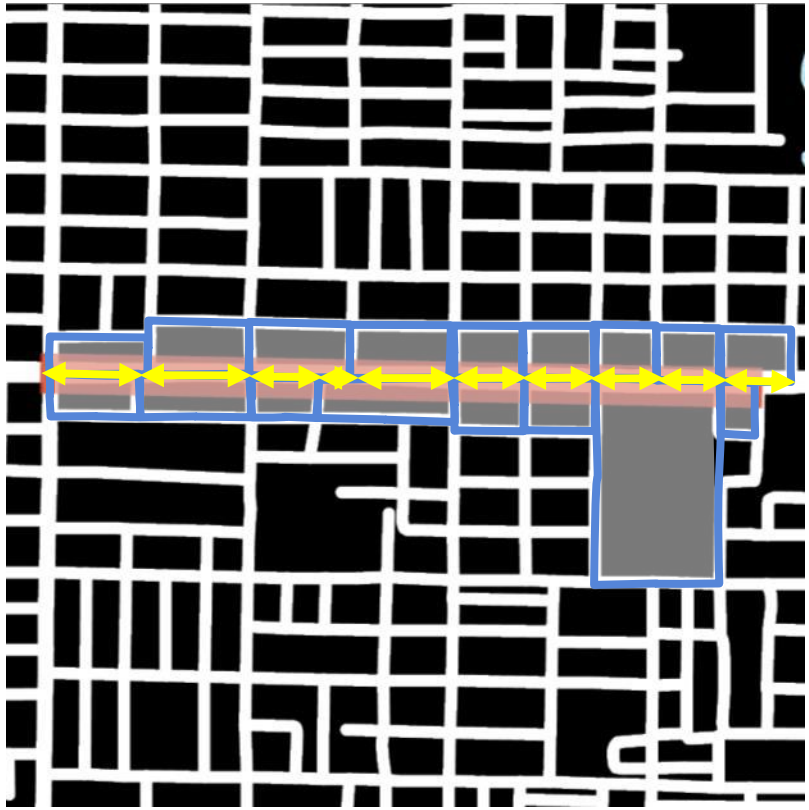
- Average Block Length: 490 feet
- Block length <500 so…
- Looks like C4 or C5
- Need additional measures



Street & Block Network

SR 574 (DR. MLK JR. BLVD) – TAMPA BLOCK PERIMETER

- Average Block Perimeter: 1,760 feet
- Perimeter <2500 so…
- Could be C4 or C5
- Need additional measures



Street & Block Network

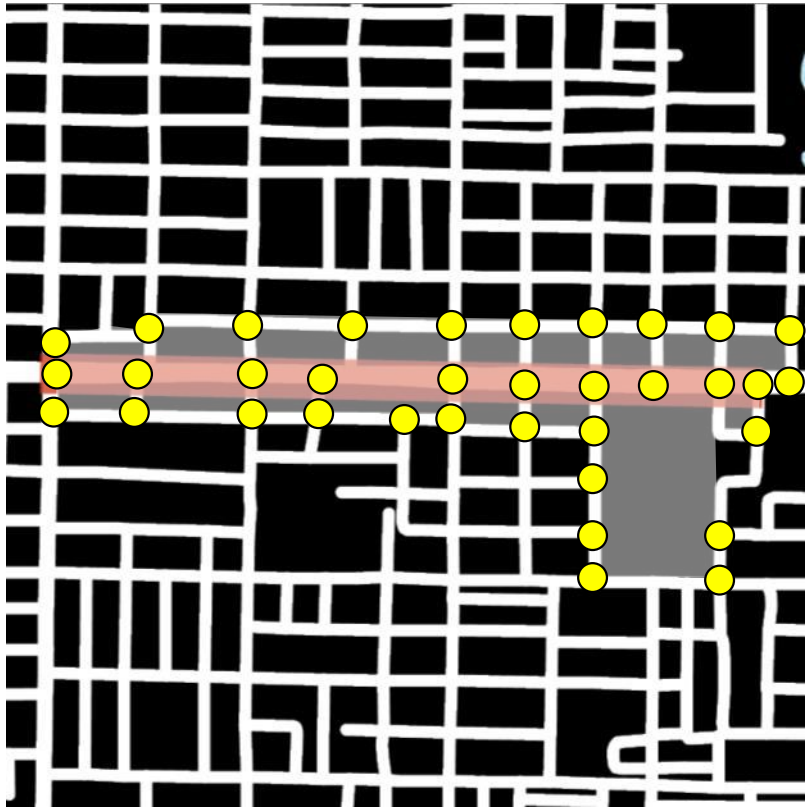
SR 574 (DR. MLK JR. BLVD) – TAMPA INTERSECTION DENSITY

- Intersection Density:

$$\frac{34 \text{ intersections}}{0.15 \text{ sq. miles}}$$

= 230 intersections/sq. mile

- Intersection Density >100
- Could be C4 or C5
- Need additional measures

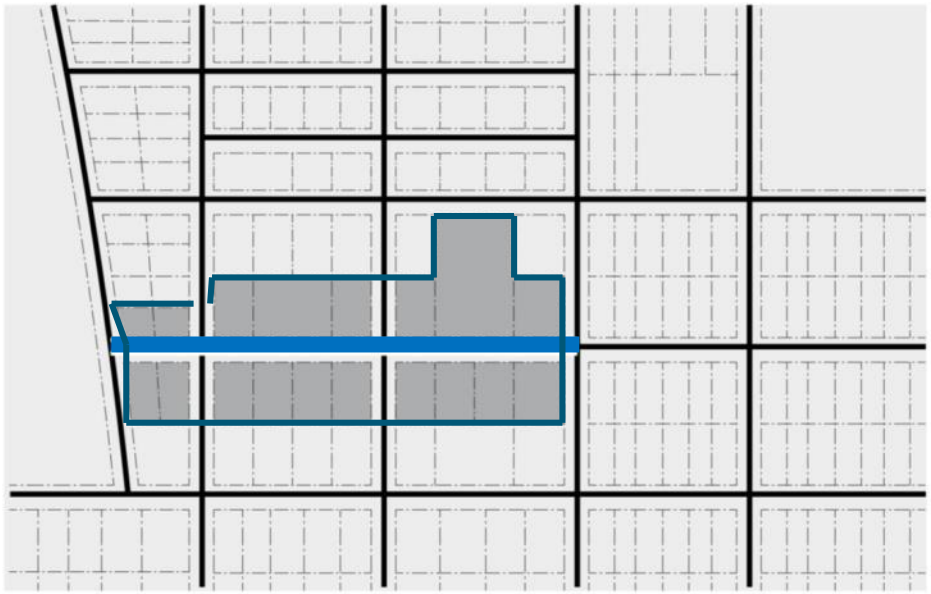


Street & Block Network

PRIMARY MEASURES:
DEVELOPMENT FORM AND INTENSITY

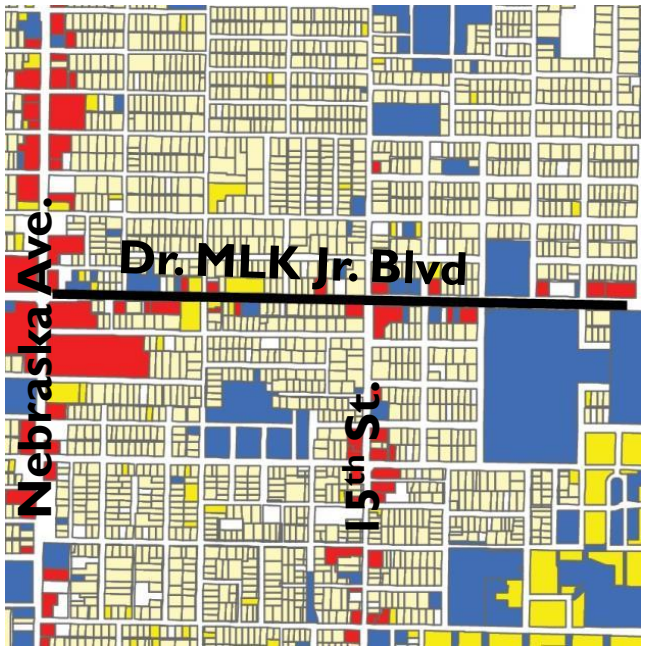
- Land Uses
- Building Height
- Building Placement
- Presence of Fronting Uses
- Location of Off-Street Parking

Measurement Area – Fronting parcels on either side of project roadway



LAND USE

- Based on existing or future adopted land uses along either side of the roadway
- Greater variety tends toward higher context classification



Existing Land Use
Dr. MLK Jr. Blvd., Tampa, FL

BUILDING HEIGHT

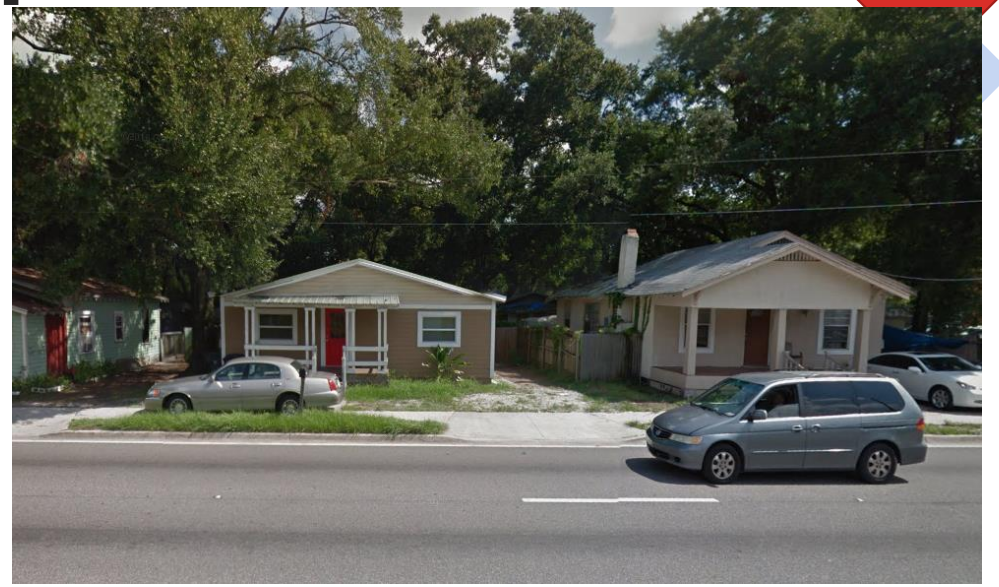
- The range in building heights on either side of the roadway of existing buildings or future permitted height requirements
- Higher buildings tend toward higher context classification

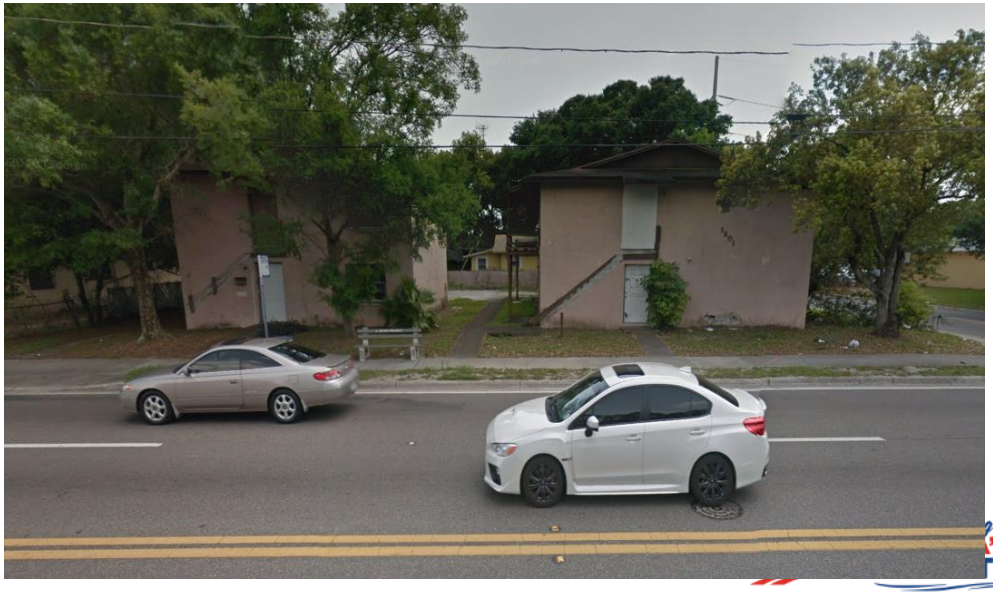
Naples, FL

Tallahassee, FL

SR 574 (DR. MLK JR. BLVD) – TAMPA
BUILDING HEIGHT

- 1-2 Floor Buildings
- Looks like C3 or higher





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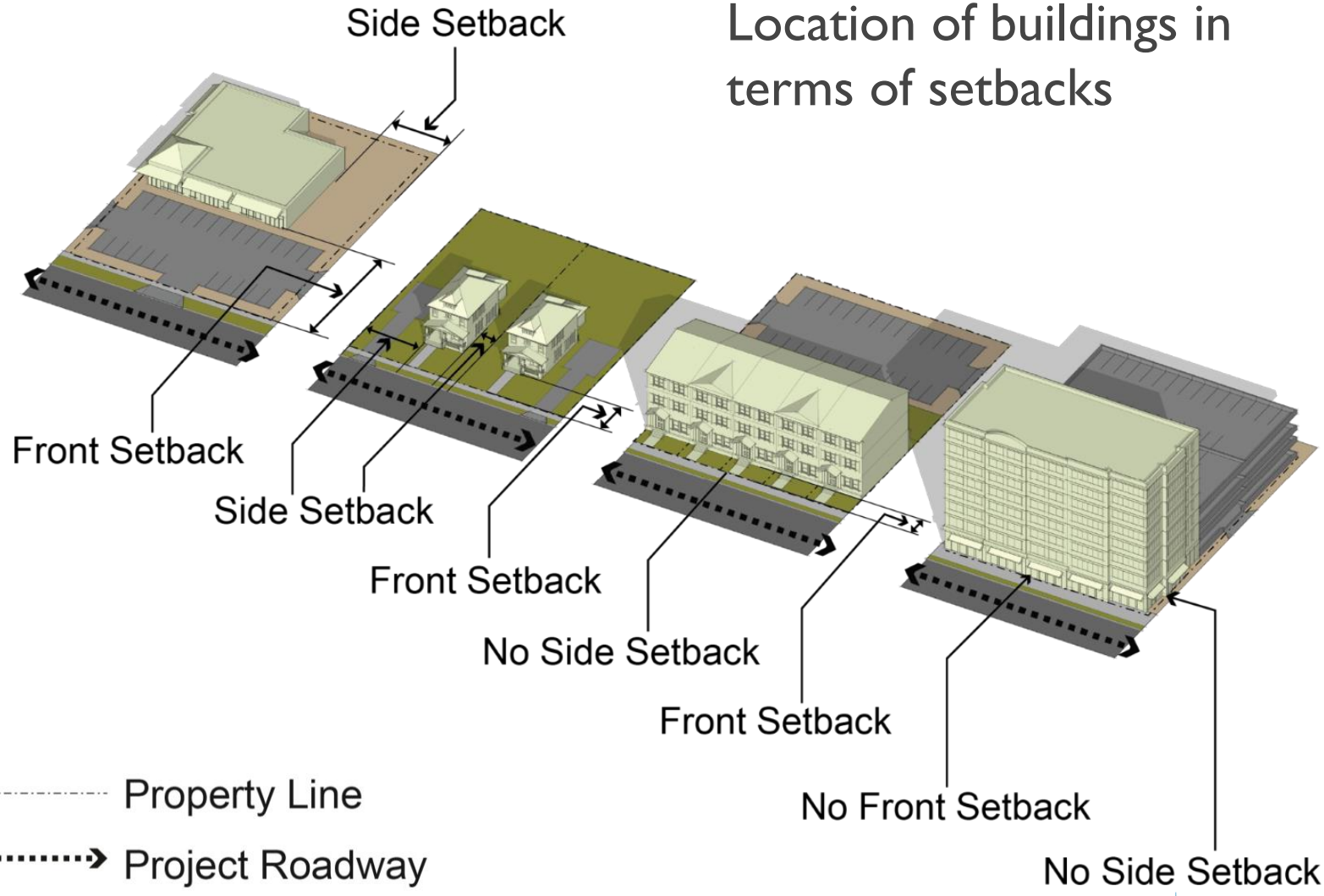
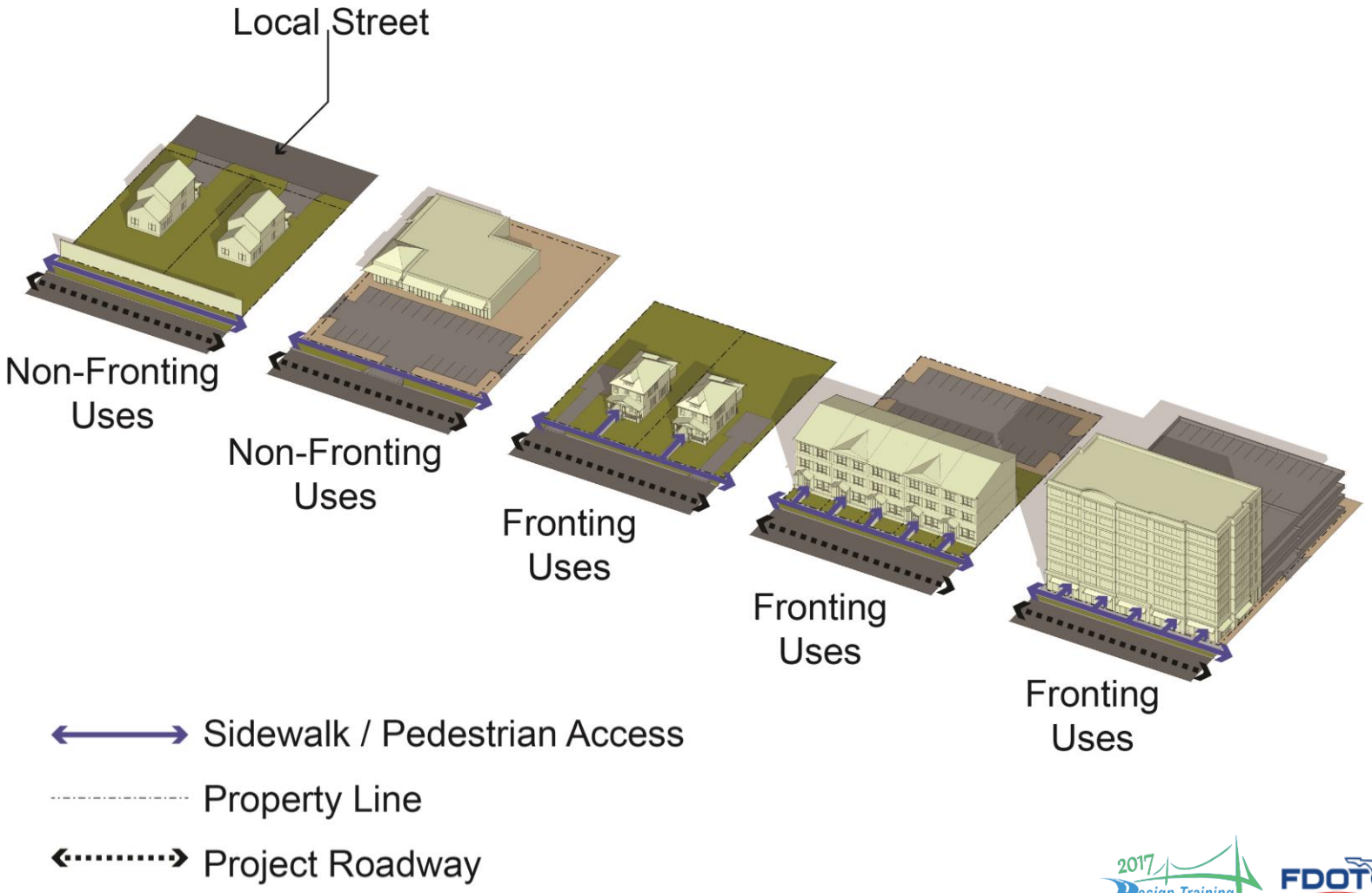
BUILDING PLACEMENT

Location of buildings in terms of setbacks



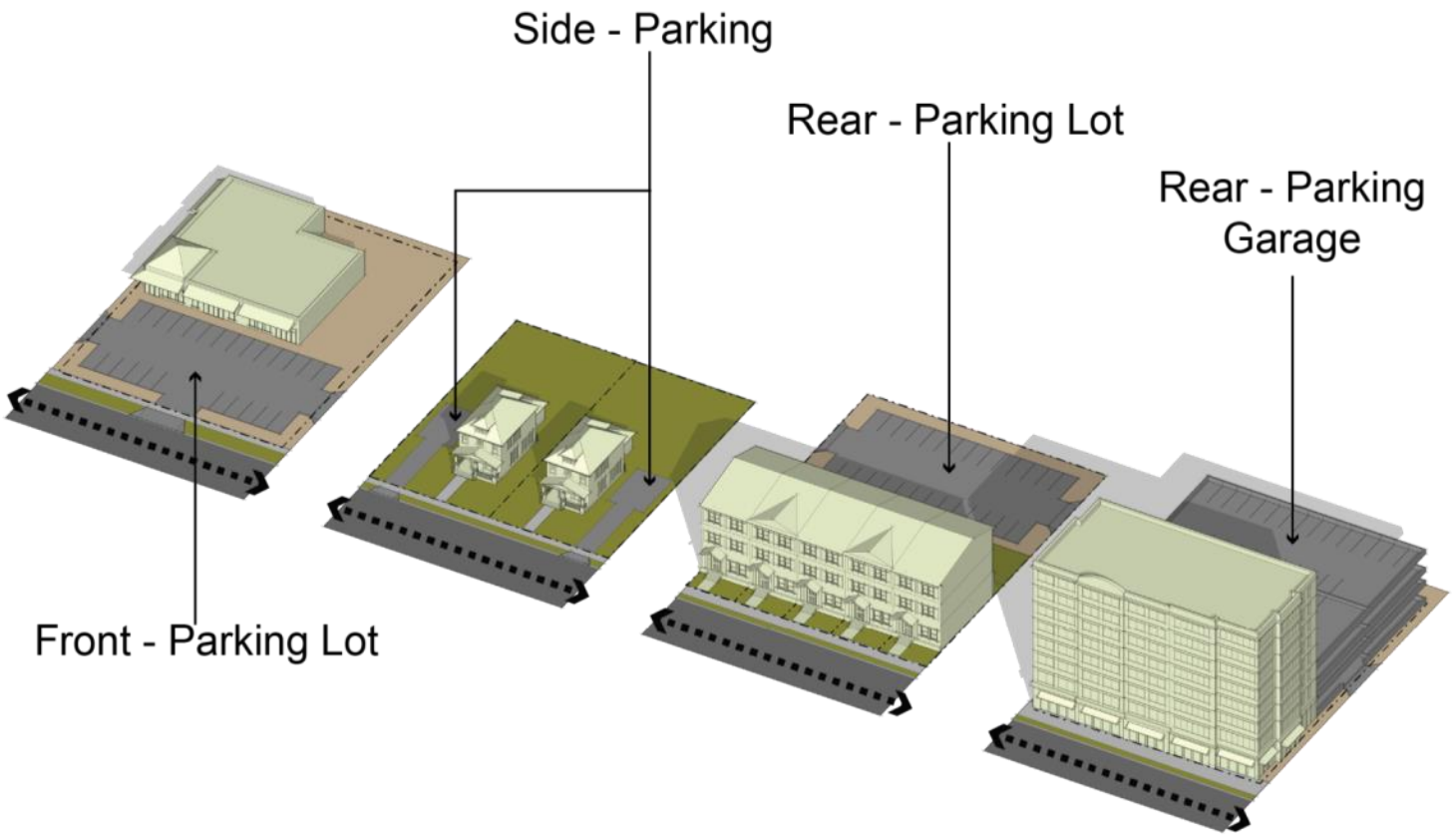
FRONTING USES

Buildings that have front doors accessible from the sidewalk



OFF-STREET PARKING

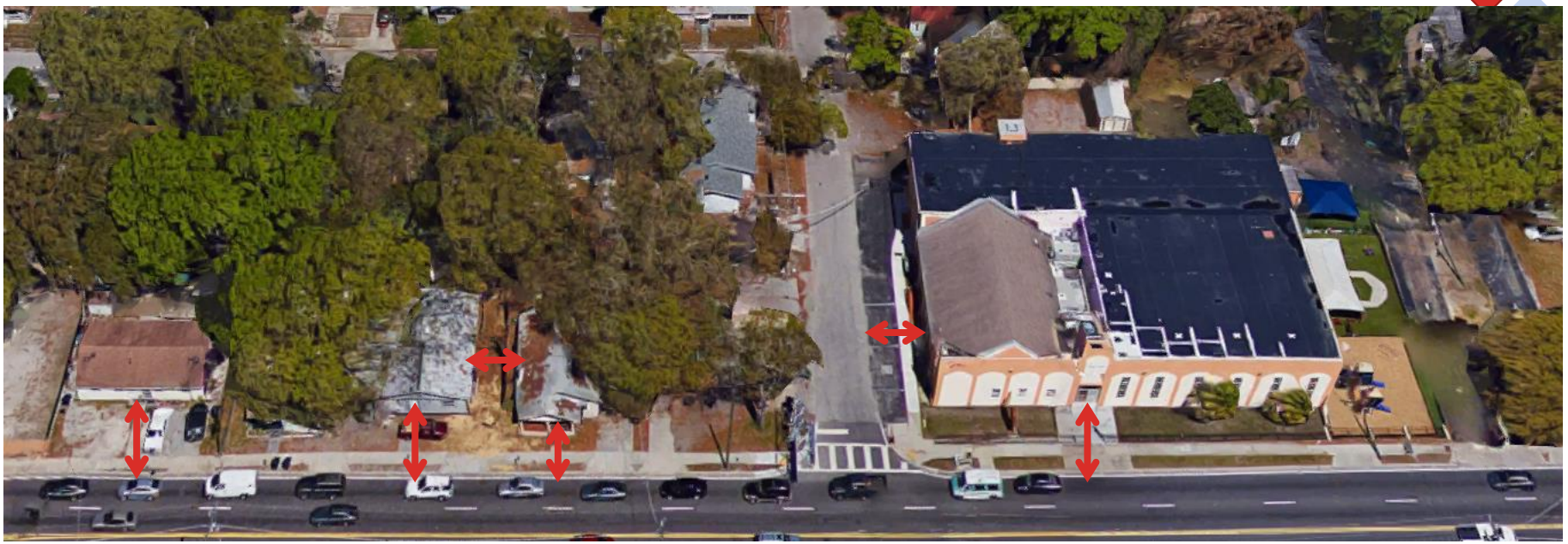
Location of parking in relation to the building



Property Line

Project Roadway

SR 574 (DR. MLK JR. BLVD) – TAMPA DEVELOPMENT FORM



- Detached buildings
- Shallow to medium setbacks
- Buildings do front the street / are accessible via sidewalk
- Parking mostly on side, occasionally in front or rear
- Looks like C4

STEP 3:
EVALUATE SECONDARY MEASURES

- Evaluate the secondary measures if:
  - The primary measures are inconclusive
  - Adopted future vision is not consistent with the existing context classification

SECONDARY MEASURES

- Allowed Residential Density
- Allowed Commercial/Retail Density
- Meet one of the following:
  - Employment Density
  - Population Density

SR 574 (DR. MLK JR. BLVD) – TAMPA SECONDARY MEASURES

- Allowed Residential Density:
  - 12 du/ac
- Allowed Office / Retail Density:
  - 1.5 FAR
- Existing Population Density:
  - 8.5 Pop/Acre
- Existing Employment Density:
  - 3 Jobs/Acre
- More consistent with C4 than C5
  - Does not meet population OR employment density for C5

Context Classification	Allowed Residential Density (Dwelling Units/ Acre)	Allowed Office/ Retail Density (Floor-Area Ratio (FAR))	Population Density (Persons/Acre)	Employment Density (Jobs/Acre)
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

SR 574 (DR. MLK JR. BLVD) – TAMPA SECONDARY MEASURES

Q. Why not C2T?

A. Distinguishing Characteristics

Q. What's with the NAs?

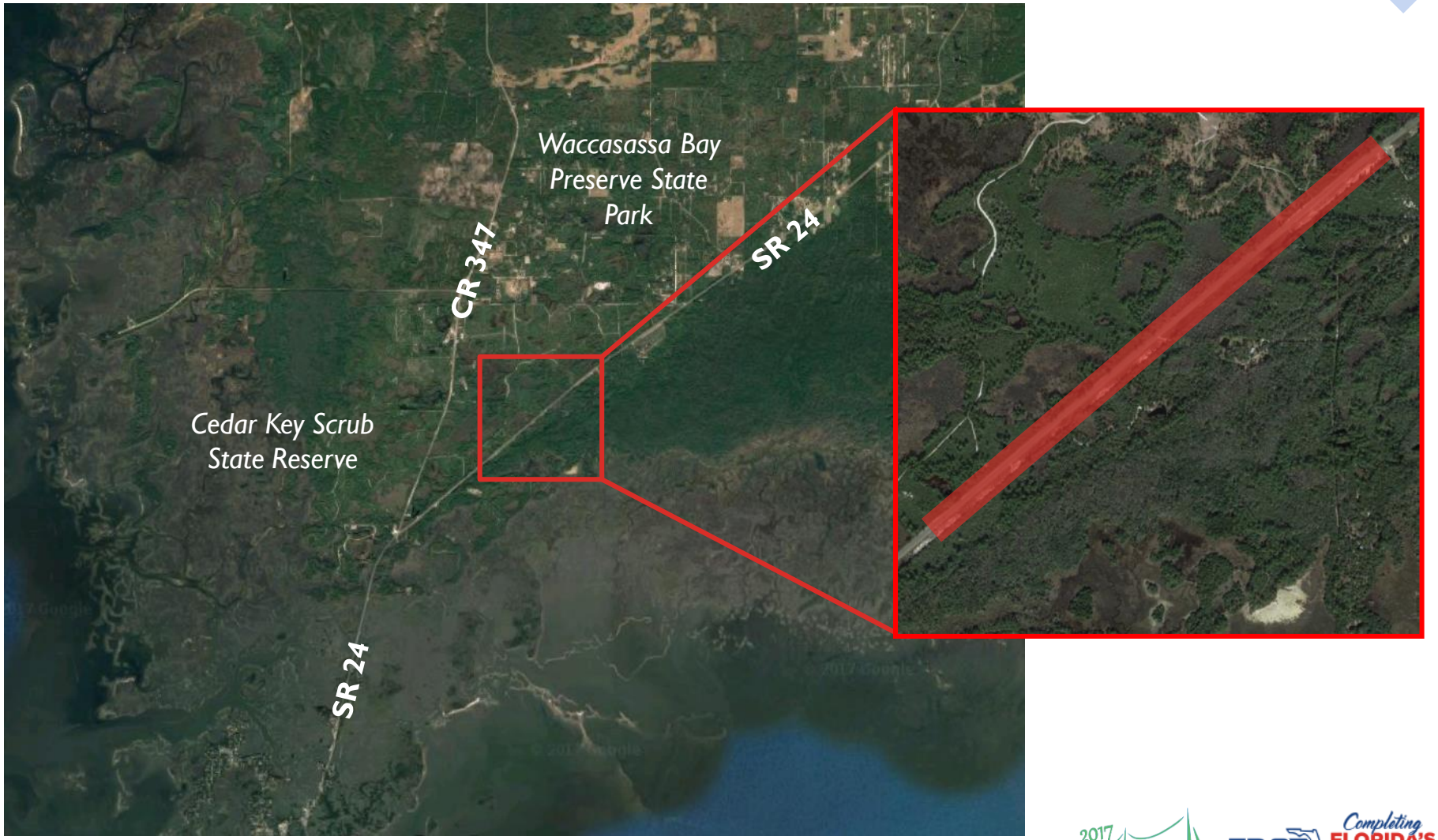
A. Address calibration issues

Context Classification	Allowed Residential Density (Dwelling Units/ Acre)	Allowed Office/ Retail Density (Floor-Area Ratio (FAR))	Population Density (Persons/Acre)	Employment Density (Jobs/Acre)
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

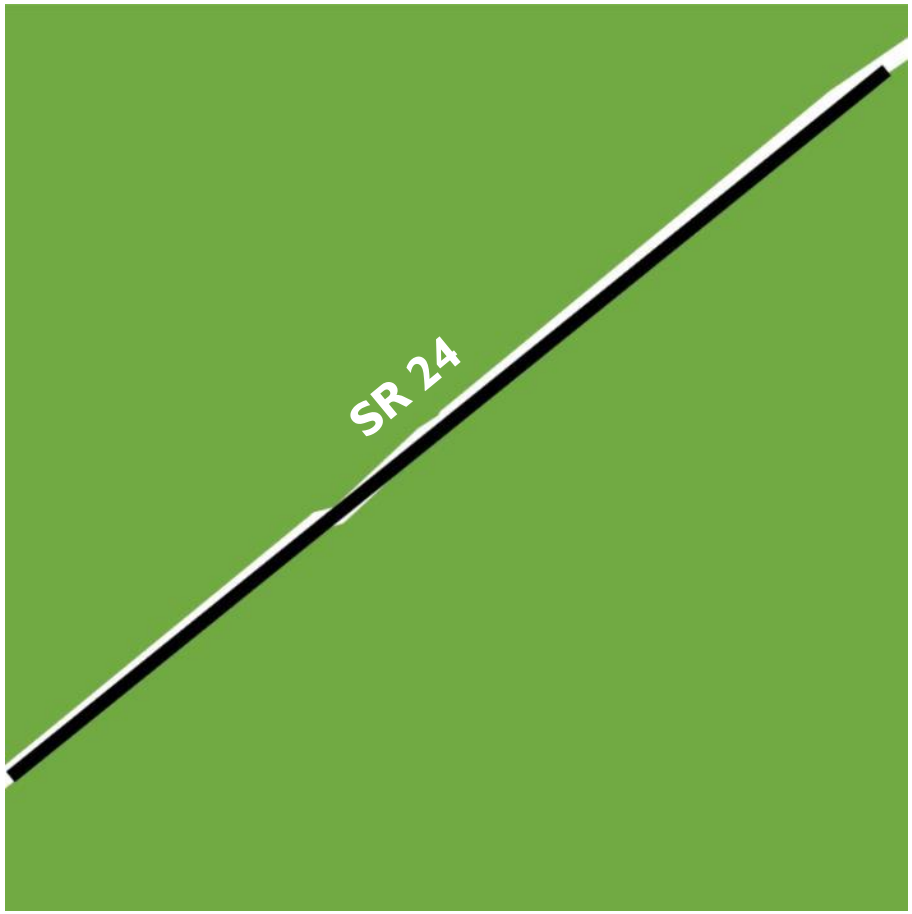
CASE STUDIES

SR 24 – CEDAR KEY SCRUB STATE RESERVE, LEVY COUNTY

CEDAR KEY SCRUB STATE RESERVE, LEVY COUNTY



PRIMARY MEASURES: LAND USE



Existing Land Use

Click here to explore the corridor

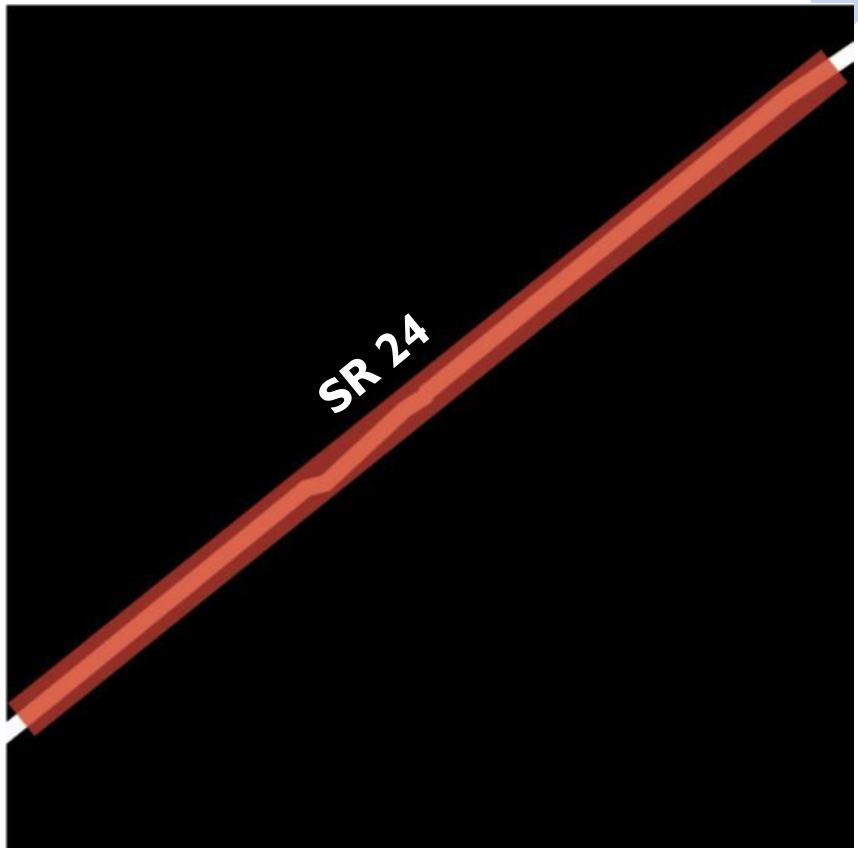
Open Space

PRIMARY MEASURES

- Building Height
  - None
- Building Placement
  - None
- Fronting Uses
  - None
- Off-street Parking
  - None

PRIMARY MEASURES:
ROADWAY CONNECTIVITY

- Intersection Density
  - N/A
- Block Perimeter
  - N/A
- Block Length
  - N/A



Street & Block Network

PRIMARY MEASURES

Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium to large (>10') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with medium to large (>10') setbacks on all sides	No	Mostly in front; occasionally in rear, or side	<100	>3,000	>660
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

PRIMARY MEASURES

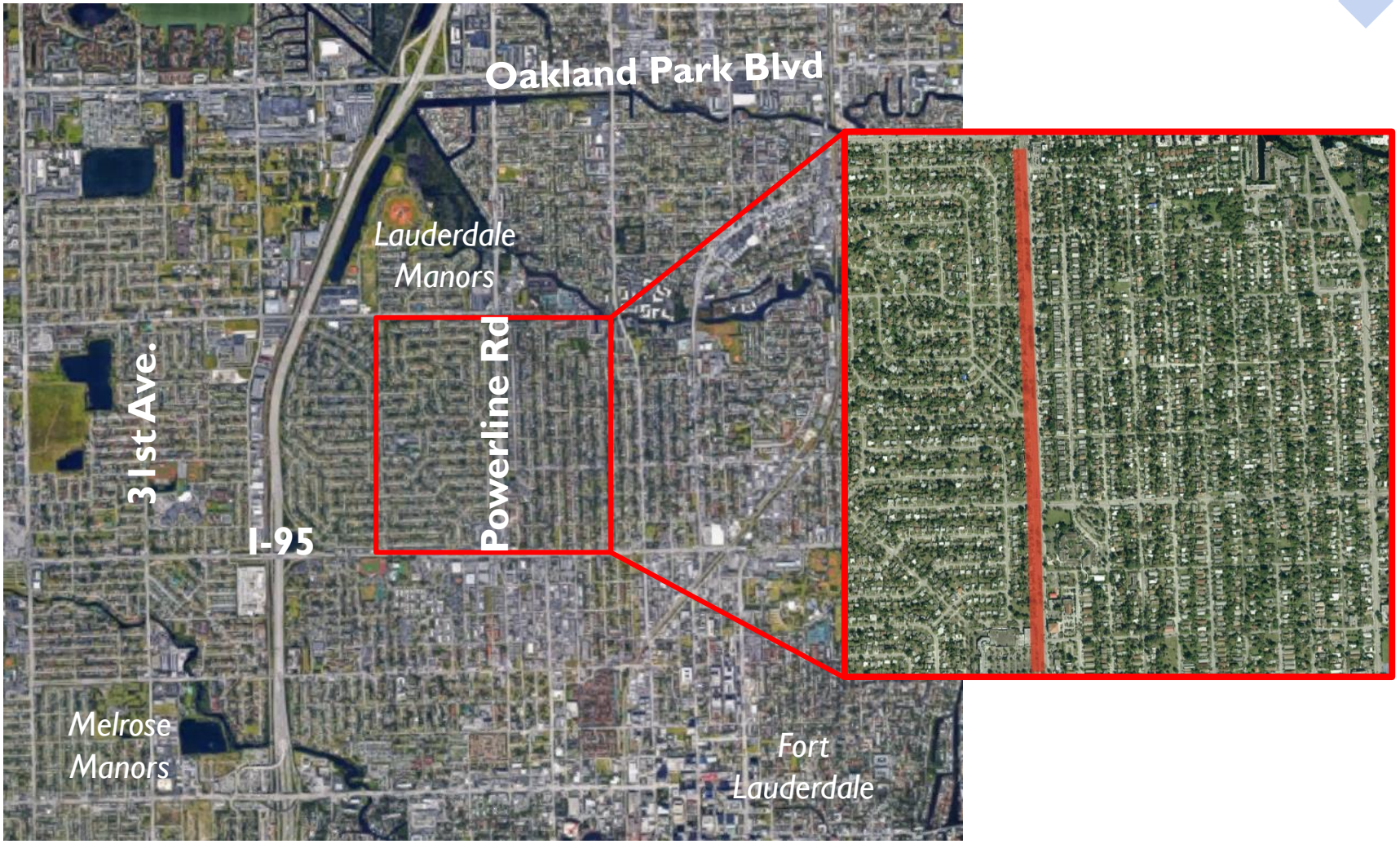
Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium to large (>10') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with medium to large (>10') setbacks on all sides	No	Mostly in front; occasionally in rear, or side	<100	>3,000	>660
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

SECONDARY MEASURES

- Allowed Residential Density:
  - Not Allowed
- Allowed Office / Retail Density:
  - Not Allowed
- Existing Population Density:
  - 0 Population/Acre
- Existing Employment Density:
  - 0 Jobs/Acre

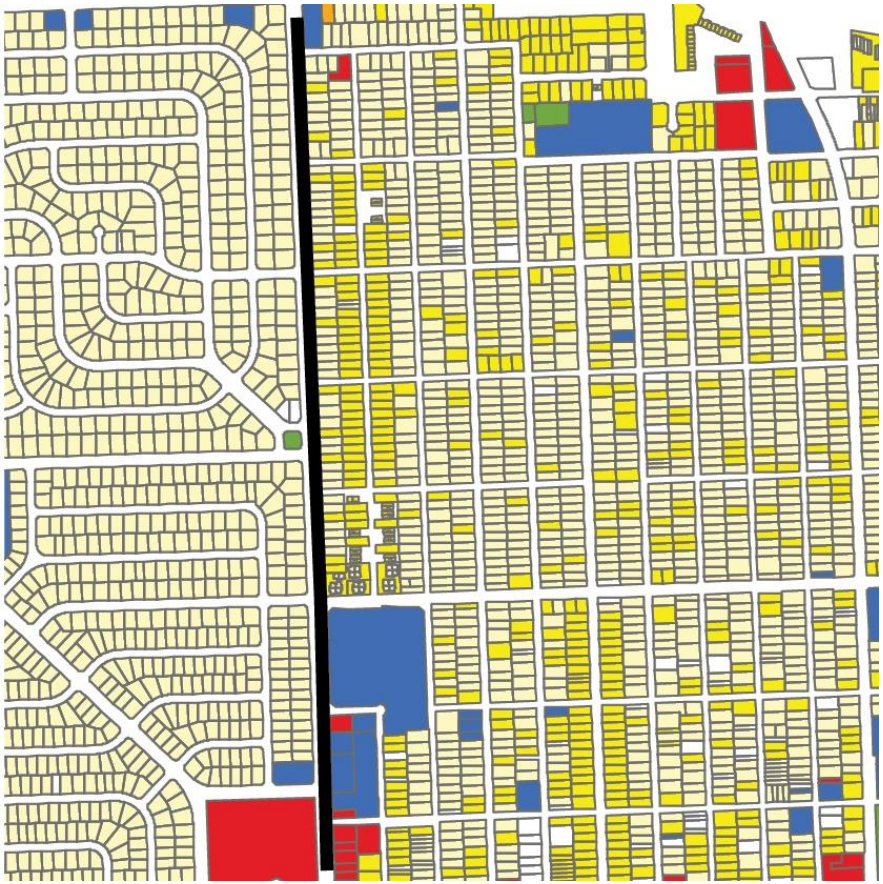
Context Classification	Allowed Residential Density Dwelling Units/ Acre	Allowed Office/ Retail Density Floor-Area Ratio (FAR)	Population Density Persons/Acre	Employment Density Jobs/Acre
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

LAUDERDALE MANORS



Completing FLORIDA'S STREETS

PRIMARY MEASURES: LAND USE



Existing Land Use

Click here to explore the corridor

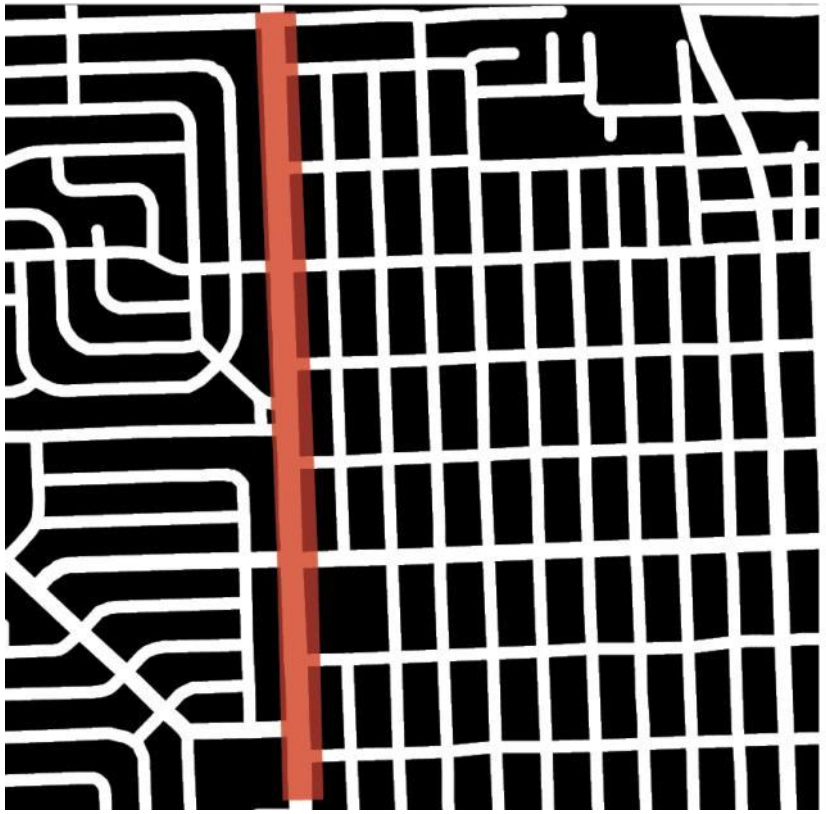
- Single-Family Residential
- Multi-Family Residential
- Commercial
- Retail
- Institutional / Government
- Industrial
- Open Space
- Vacant

PRIMARY MEASURES:
BUILDING HEIGHT, PLACEMENT, AND PARKING

- Building Height
  - 1 -2 Floors
- Building Placement
  - Detached buildings
  - Small to medium setbacks
- Fronting Uses
  - Yes
- Parking
  - Mostly in front, occasionally on side

PRIMARY MEASURES: ROADWAY CONNECTIVITY

- Intersection Density
  - 247 intersections/sq mile
- Block Perimeter
  - 2,300 feet
- Block Length
  - 480 feet



Street & Block Network

PRIMARY MEASURES

Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium to large (>10') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with medium to large (>10') setbacks on all sides	No	Mostly in front; occasionally in rear, or side	<100	>3,000	>660
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

PRIMARY MEASURES

Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium to large (>10') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A
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C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
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SECONDARY MEASURES

- Allowed Residential Density:
  - 15
- Allowed Office / Retail Density:
  - 1.0 FAR
- Existing Population Density:
  - 12.3 Pop/Acre
- Existing Employment Density:
  - 2.3 Jobs/Acre

Context Classification	Allowed Residential Density (Dwelling Units/ Acre)	Allowed Office/ Retail Density (Floor-Area Ratio (FAR))	Population Density (Persons/Acre)	Employment Density (Jobs/Acre)
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

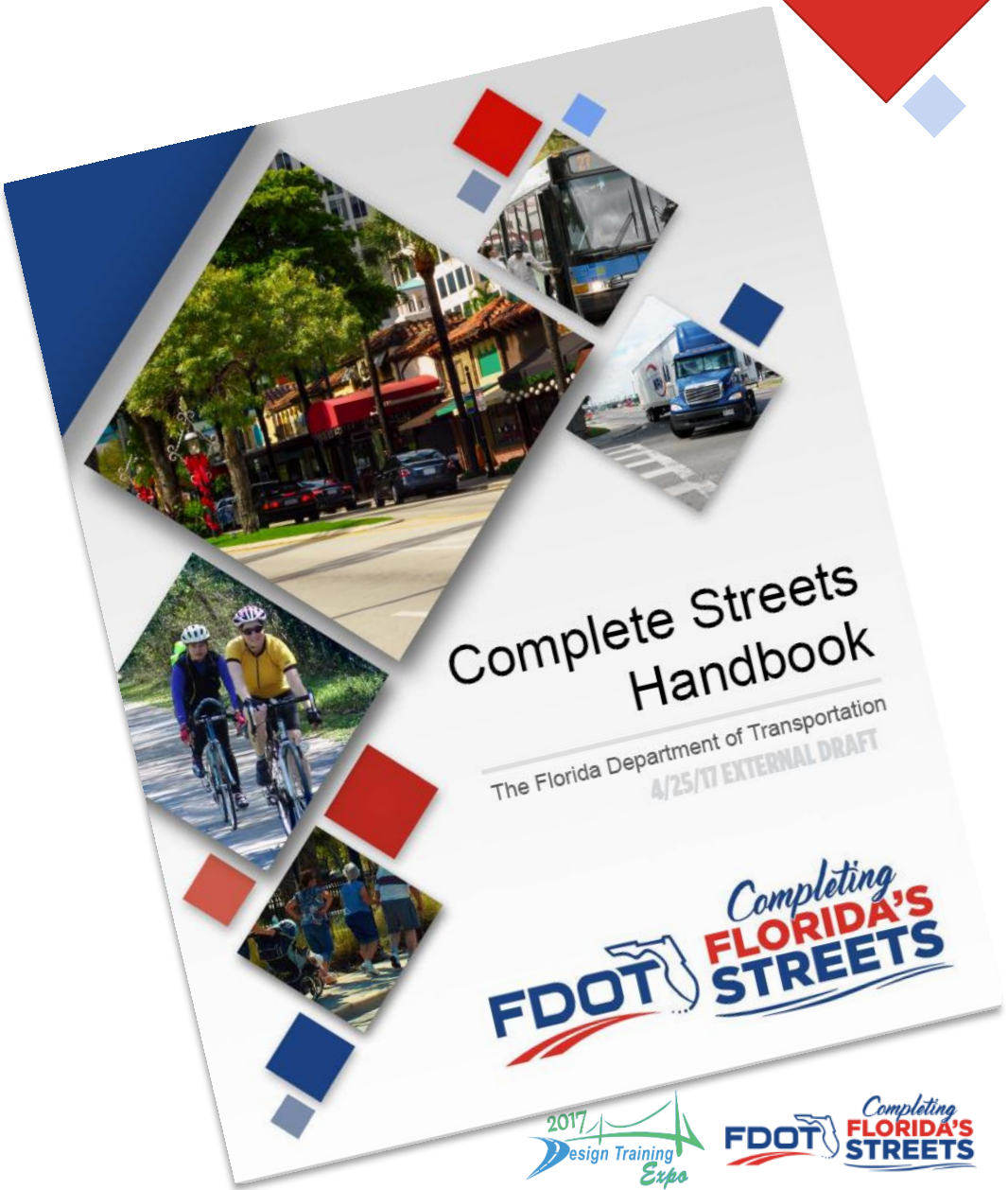
ADDITIONAL RESOURCES

ADDITIONAL RESOURCES

- FDOT Complete Street Handbook
- FDOT Design Manual
- ITE/CNU Recommended Practice: Designing Walkable Urban Thoroughfares
- The SmartCode ™
- www.flcompletestreets.com

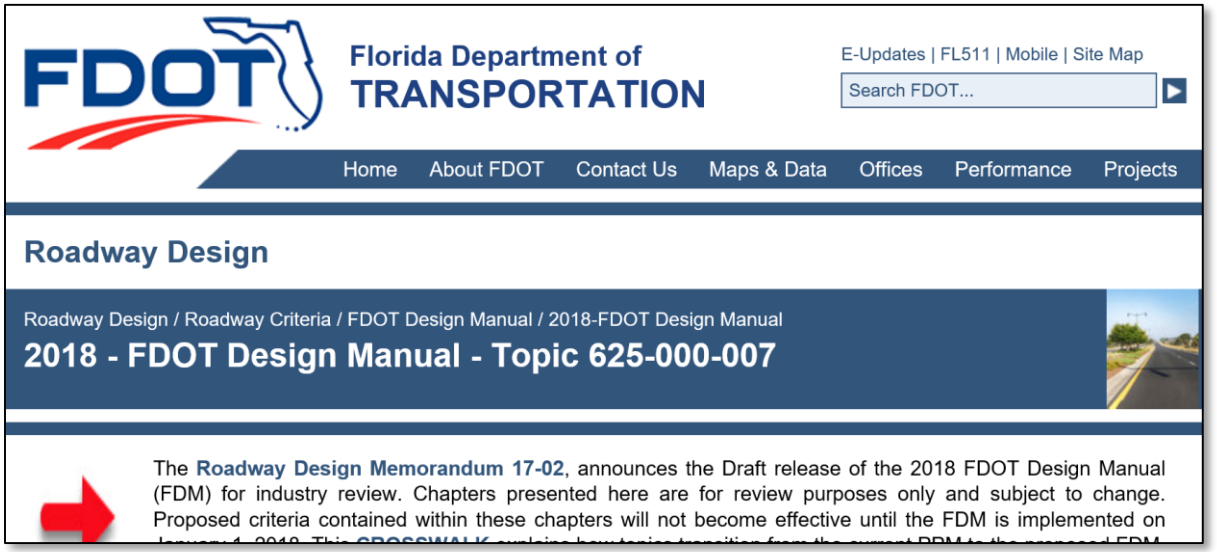
FDOT COMPLETE STREETS HANDBOOK

- Complete description of context classification
- Inclusion in project development processes
- Design considerations (not a design manual)
- Appendices
  - Local best practices
  - Examples of context classification



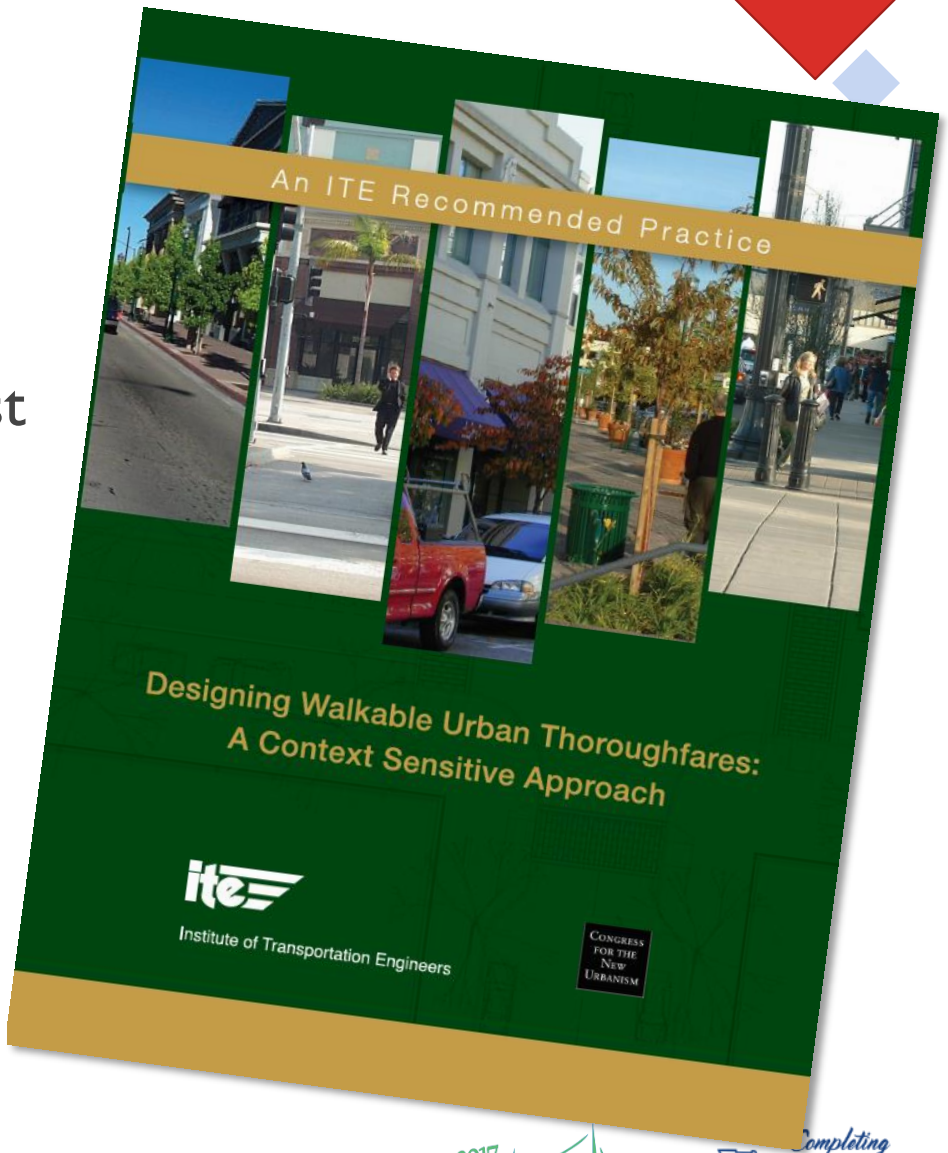
FDOT DESIGN MANUAL

- Context-based design criteria
- Design options for different contexts
- Bicycle and pedestrian design criteria
- On-street parking
- Lane widths and arrangements



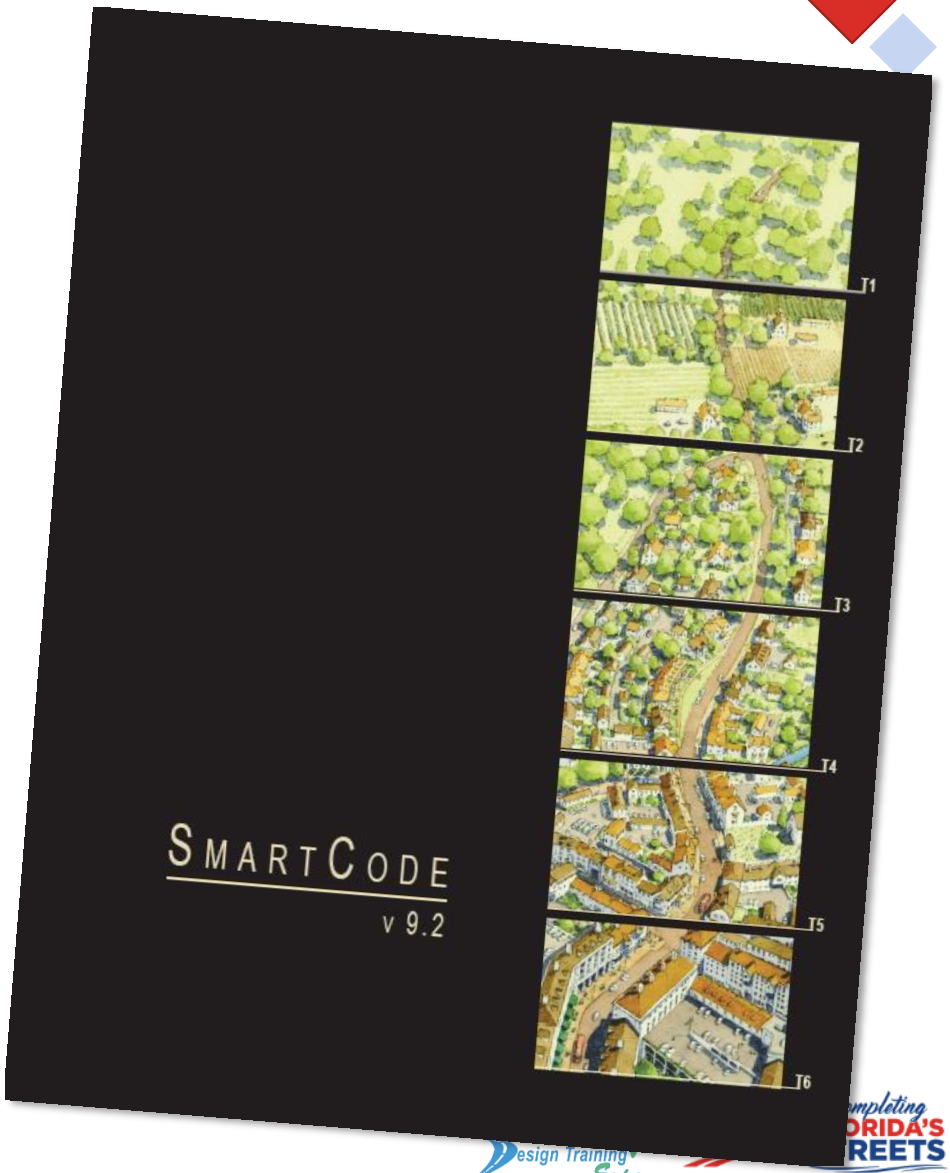
ITE/CNU RECOMMENDED PRACTICE: DESIGNING WALKABLE URBAN THOROUGHFARES

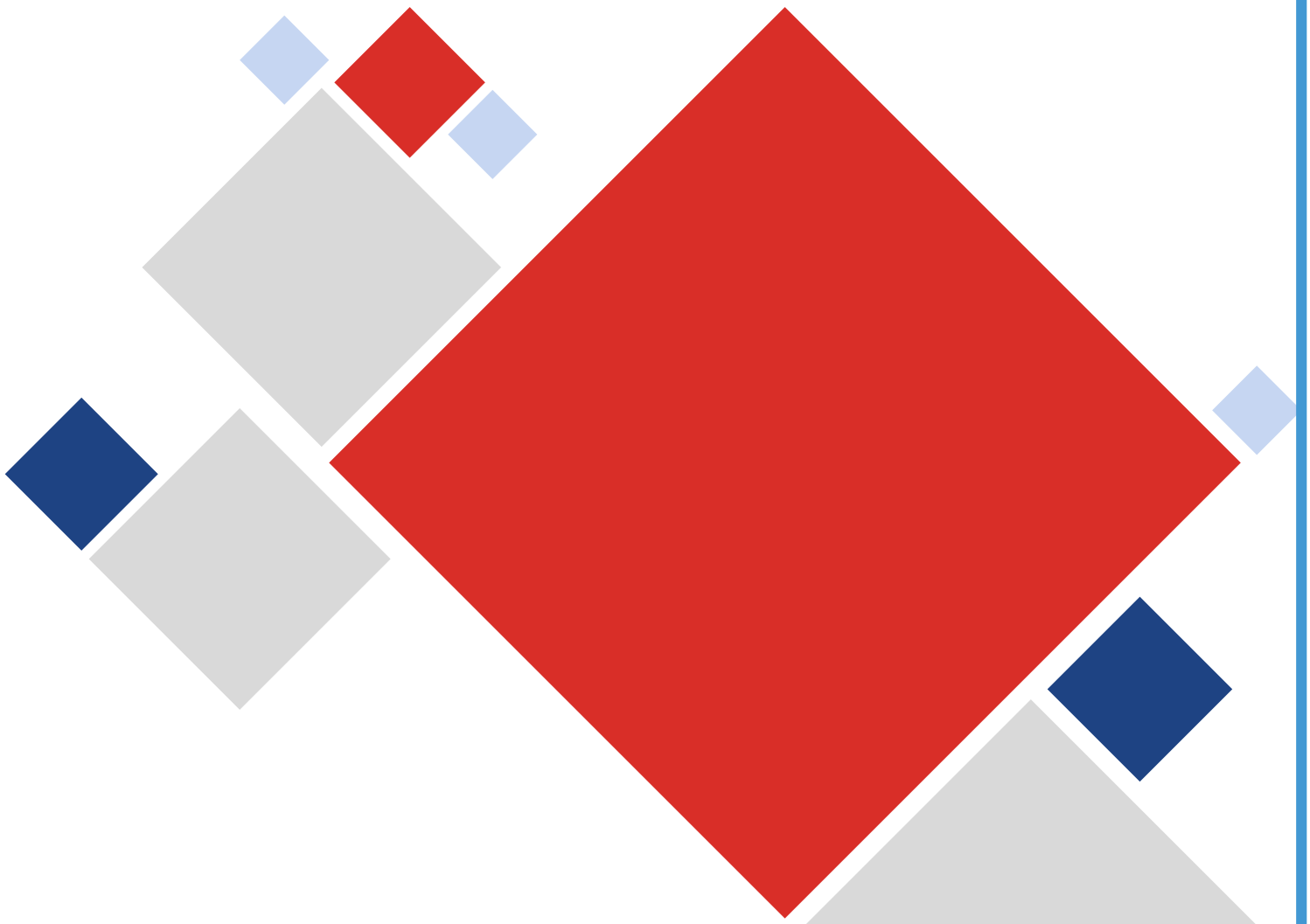
- Context system similar to FDOT's
- Additional design guidance
- Good source for theory and best practices
- Available from ITE website



THE SMARTCODE ™

- The "Original Source"
- Very detailed guidance on form-based coding
- Uses a different version of C3
- Basis for many city form-based codes
- Freely available, but copyrighted
- www.smartcodecentral.com





2017 Design Training Expo

FDOT Completing FLORIDA'S STREETS